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MISCELLANY.

From the New Orleans Com. Bulletin, July 26.

We publish to-day an elaborate and valuable treatise, by F. A. Chevalier de Gerstner, on railroads in Belgium and the United States. The document comprises a vast amount of original matter and general information on the subject of railroads, that will prove highly important as well as entertaining to the public.

RAILROADS IN THE KINGDOM OF BELGIUM COMPARED WITH THOSE IN THE UNITED STATES.

The rapid increase of internal improvements in the United States has excited, for several years, public attention in Europe; and the friends of those improvements desired very much a detailed report on the extent and progress of those works, and particularly of railroads. There is no such report published in the United States, and even those published in England, France, and Germany, are very imperfect.

In 1824, I had charge of the first railroad on the continent of Europe, to connect the rivers Moldau and Danube, in Austria, by a line which is one hundred and thirty miles long, and since 1832 in operation. I constructed, in 1836 and 1837, the first railroad in Russia, from St. Petersburg to Zarskoe-Selo and Pawlowsk, a line of only seventeen miles in length, but the commencement of a railroad of four hundred and twenty miles from St. Petersburg to Moscow. This railroad being likewise in full operation, I left Europe last fall, and arrived in the Great Western on the 15th of November, 1838, at New York. After a short stay of a few days, I went to Albany, and inspected all railroads between that place and Lake Erie. I then proceeded to the Eastern States, and visited all railroads in Massachusetts, and went, via New York, Philadelphia, Baltimore, Washington, through Virginia, North and South Carolina, Georgia, and Alabama, to New Orleans, always visiting the railroad lines in the different States. I went then up the Mississippi and Ohio, and am now inspecting the internal improvements of the Western States, and some of those in Pennsylvania, which I have not yet seen.

I have already passed over more than two thousand miles of railroads, and have every where been received with the greatest kindness. The presidents, directors, and engineers of the different railroad lines, gave me not only all their printed reports, but laid before me, with the greatest liberality, their books and accounts, in order to give me every kind of information. I fulfil only my duty when I publicly acknowledge that such a liberality is only to be found amongst a free and enlightened people, where all public works are based on the principle of publicity, and where secrets do not exist. I wish, therefore, to make those gentlemen, to whom I am so much indebted, another communication, which will show at the same time what has been done during the last years in Europe. Having, within a few days, received the last reports of the Belgian railroads, I publish, in the following abstract, the history and progress of those communications in Belgium, together with a comparison of them with the American railroads.

According to the facts collected during my travels since my arrival in New York, there are now over three thousand miles of railroads completed and in operation in the United States; four hundred and twenty-five locomotives, of which the greatest number were made in this country, run on the several railroads; and I believe that up to the end of 1839, the length of railroads in the United States may amount to four thousand one hundred miles.—The capital expended on the railroads now in operation is about sixty millions of dollars, or at an average cost of twenty thousand dollars per mile; for which sum the railroads, with the buildings, have been constructed, and the necessary locomotives and cars bought.

Several railroads have been undertaken with insufficient means, and the shareholders found themselves under the necessity of employing the income of the first years in improving the railroad, in building engine houses, &c., and purchasing locomotives and cars. In consequence of this, the shareholders got, during that time, no dividends, but the railroad still yielded a good income. Other railroads, when finished, paid from five to ten per cent. income to the stockholders; others have not yet paid any dividends, for want of a sufficient number of passengers and freight. The average result of the railroads now in operation in the United States is, that they give a yearly interest of five and a half per cent. on the capital invested. This result must be regarded as very satisfactory, because the greatest part of the lines have only been a few years in operation.

On all lines there is a yearly increase of at least fifteen to twenty per cent. in the gross income; so that even those lines which do not pay now, will give, in a few years, a handsome dividend. According to these statements, based on the communications collected in this country, I have no doubt that the large capital invested in railroads in the United States, will not only produce an incalculable benefit to the country, but likewise pay the shareholders a dividend, which, under good management, by the constant progress in population and trade, must likewise from year to year increase.

A good book-keeping and clear accounts is, in every business, a matter of importance. Railroads are new constructions, and experience, particularly in working them, is still very much wanted. When the superintendent of a railroad in operation keeps clear and distinct accounts, he will in a few years learn by experience what can be improved, and which items of expenses can be reduced. The following statement contains a manner of making the railroad accounts, which, in my opinion, must prove very useful for every railroad company.

I. History, length, and construction of the Belgian Railroads.

The railroads which, up to the present time, have been constructed in England and on the continent of Europe, had no other object than to connect two important places of the country, and in constructing them, therefore, only a local interest more or less prevailed. That railroads are to be considered as great thoroughfares—that they can form in a country the principal lines of internal communication—that, therefore, the means for their establishment should be such as only can be raised by a whole

nation—nobody in Europe would maintain previous to the year 1834, and is even now denied by many individuals of high standing and influence. Belgium, united with Holland since 1815, had distinguished itself in Europe by its fine roads and magnificent canals; the latter, being constructed for the greatest part in a level country, and without locks, were used not only for the transportation of goods, but also for passengers, especially the lower classes, which there, more than in any other country, made use of canal boats for their travels. It is evident that no individuals would ever have attempted to construct railroads parallel and in opposition to such canals and turnpike roads.

In the year 1830, Belgium declared itself independent of Holland, and elected, by the representatives of the nation, its own sovereign. King Leopold I soon discovered that the country, for its perfect tranquillity, wants "labor;" a series of wise legislation encouraged the nation to useful and profitable enterprises, and every person with talent and inclination, found employment and earnings in a country, which, isolated from all its neighbors, was confined to its own resources. But to gain the public opinion, a great national work was to be accomplished by the new government, able to fill posterity with admiration. The time was past for Egyptian pyramids, for Roman triumphal arches, and French monuments of war. A more useful monument, one of peace and intelligence, should remind the nation of that eventful period. The King ordered the whole country to be surveyed by able engineers, the necessary plans and estimates formed, and on the first of May, 1834, a law was proclaimed, according to which *a system of railroads should be introduced through the whole kingdom, and executed at the expense of the state.* On two points (at Antwerp and Ostend) the railroads were to lead to the seaports; on two points to connect with France; and on one point with Prussia (Germany).

The news of the gigantic work, undertaken by a state even not yet acknowledged as such by the northern powers, and with only four millions of inhabitants, excited the greatest surprise in Europe, and few only could conceive the great results which this grand project must necessarily produce on the *independence of the nation and its internal welfare*, its commerce and industry—the former being the principal aim, and the promotion of commerce and industry a subordinate one, although the great mass of the people were unable to comprehend the grand idea of the plan.

King Leopold found in his former minister of public works, Mr. De Theux, and in his successor, Mr. Nothomb, vigorous supporters. The engineers were vying in the swift prosecution of the work, and, in the course of four years, more has been done than was expected. The enlightened minister Nothomb, published annual reports to the Legislative Assembly, besides other special reports, of the progress of the works, in which the public in Europe find a rich source of experience, not to be met with in any report or work on the subject. Europe has to render thanks to the King, who the first realized such a grand idea, and to his enlightened minister who judiciously conducted the work, and so liberally communicated its results.

The limited space of this report does not allow a detailed extract from the above mentioned reports of the Minister Nothomb and the engineers. I shall therefore only give a brief account, containing the results in numbers, and afterwards compare these results with those of railroads in the United States.—The following table contains the sections of the railroads which were opened until the end of 1838, and their lengths in metres and English miles:

Section of Railroad.			Length.	
From	To	Time of opening.	In French metres.	In Eng. miles.
Brussels,	Malines,	5 May, 1835,	20,300	12.6
Malines,	Antwerp,	3 May, 1836,	23,500	14.6
Malines,	Termonde,	2 Jan., 1837,	26,700	16.5
Malines,	Louvain,	10 Sept., 1837,	23,750	14.7
Louvain,	Tirlemont,	22 Sept., 1837,	17,750	11.0
Termonde,	Gent,	28 Sept., 1837,	30,500	18.9
Tirlemont,	Wareme,	2 April, 1838,	27,200	16.8
Wareme,	Ans,	2 April, 1838,	18,900	11.7
Gent,	Bruges,	12 Aug., 1838,	44,500	27.6
Bruges,	Ostend,	28 Aug., 1838,	23,500	14.6
Total,			256,600	159.0

According to the report made by the Minister to the House of Representatives, on the 26th of November, 1838, the above ten sections, including buildings, locomotives, and cars, cost 34,000,000 francs; this gives per mile of road \$41,300. The railroad from Brussels to Antwerp, 27.2 miles, has a double track; the remainder are constructed only with a single track, the rails weighing 45 lbs. per yard. But there are several buildings yet to be erected, and different works on the line to be executed, and besides, a number of freight cars to be provided for, &c.; with all this the cost per mile will amount to \$45,000.

II. Tariff for passengers—speed.

There are on the Belgian railroads four classes of passenger cars, differing only in elegance and comfort, but going in the same train, and therefore with equal velocity.—The prices are:

In the Berlines,	2½ cents per mile,	For each passenger with 44 lbs of baggage
" Diligences,	2 "	
" Chars à Bances,	1½ "	
" Wagons,	0.8 "	

The trains perform at an average, seventeen English miles per hour, all stoppages included, or from twenty to twenty-five miles while running.

III. Traffic and revenue of the Belgian Railroads.

The railroads in Belgium are frequented by more passengers than any other railroads; the transportation of freight was only begun between Brussels and Antwerp, in 1838. The following table shows the travel since the opening of the first section, until the 31st of October, 1838.

Period.	Total number of passengers.	Av. distance performed by each.	No. pas. reduced for one mile.
From 5th May, 1835, to 2d May, 1836,	563,201	Miles. 11.6	6,536,754
F'm May 3 to Dec. 31, 1836	729,545	20.2	14,718,709
In the year 1837,	1,384,577	17.2	23,838,436
F'm Jan. 1 to Oct. 31, 1838	1,921,619	22.8	43,887,864
In 3 years 6 months,	4,598,942	19.35	88,981,763

Period.	Gross income.		
	From all passengers.	Per passen'r per mile.	
From 5th May, 1835, to 2d May, 1836,	Francs. 359,394	Dollars. 67,429	Amer. ets. 1.03
F'm May 3 to Dec. 31, 1836	734,736	137,849	0.90
In the year 1837,	1,416,983	255,850	1.11
F'm Jan. to Oct. 31, 1838,	2,589,384	485,813	1.11
In 3 years 6 months,	5,100,497	956,941	1.07

to which must be added 44,148 francs, or 8,281 dollars, as the gross income from freight in the year 1838.

In the year 1837 there were 30,857 soldiers under the number of passengers, for whom, in consequence of an arrangement with the ministry of the War Department, only half price was paid.

In 1838 the total number of passengers amounted, according to the "Moniteur Belge," to 2,238,303, comprising 56,018 soldiers, and the gross income was 3,100,833 francs, forty centimes (581,770 dollars.) As the average distance performed by each passenger

in the first ten months of 1838 is not mentioned in the report of the minister, I supposed the income per passenger, per mile, to be the same as in 1837, out of which results an average distance of 223 miles. In order to show how the travelling public made use of the different classes of cars, the following contains the number of passengers in each class of cars, and the revenue resulting therefrom, for the year ending 31st December, 1838. During this period there were

17,503 passg'rs,	I class, who paid	69,322f.65c.
215,893 "	II class, "	702,502 70
604,935 "	III class, "	1,033,953 05
1,343,354 "	IV class, "	1,087,790 45
66,618 soldiers,	"	45,248 88
For overw'ght of bag'e & fr't,		162,015 67

2,238,303 passeng's, and total income, 3,100,833f.40c.

These numbers explain sufficiently that the railroads in Belgium are used principally by the lower classes of the people.

IV. Cost of working the Belgian Railroads.

The accounts kept under this head contain an exact subdivision of the different expenses occurring in working the railroads; the first general subdivision contains the *maintenance of way and police*; the second, the *cost of transportation*, viz: fuel, engineers, and firemen, repairs of locomotives and cars, grease for the same; also the expenses for conductors, carriers and baggage men; the third embraces the *general expenses*, viz: clerks and ticket sellers, comptrollers, printing, advertising, office expenses, &c.—The annexed table contains the expenses under the different heads:

Period.	Repairs & police.	Transportation acc't.	General expenses.	Total.	
F'm May 5 to Dec. 31, 1835.	Frances. 50,584 01	Frances. 105,967 88	Frances. 12,220 84	Frances. 168,772 73	Dolls. 31,665
Year 1836 -	132,637 41	261,778 30	36,719 96	431,135 67	80,888
Year 1837 -	345,824 53	664,940 46	144,705 92	1,155,471 91	216,786
Jyl to Oct 31, 38	377,822 58	1,059,180 71	182,186 48	1,619,189 77	303,788
In 3 yrs. and 6 months	906,868 53 or 27 pr et	2,091,867 35 or 62 pr et.	375,834 20 or 11 pr et.	3,374,570 08 or 100 pr et.	633,127

As this table contains the expenses of working the railroads three and a half years, these numbers may certainly be regarded as the result of a great experience.

V. Cost of repairs of Locomotives and Cars.

In the last table the sum of 1,059,180 francs, 71 centimes, appears under the head of transportation account for ten months in 1838. This sum contains the expenses for foremen in the shops, 32,177f. 54c.

For laborers, - 187,463f. 51c.

At the principal shops in Malines, 54,868f. 72c.

For materials for repairs, - 87,965f. 66c.

Total, - 362,475f. 53c.

or 68,006 dollars, which is 34 per cent. of the expenses of transportation. I believe that the expenses for repairs of engines and cars might be diminished by the introduction of locomotives with moveable trucks in front, and of eight wheeled passenger and freight cars.

VI. Expenses per passenger per mile.

The accurate number of miles performed by passengers not being contained in the last report, the expenses per passenger per mile can only be found up to the end of 1837. According to the last statement, the expenses from the 5th of May, 1835, to the 31st of December, 1837, were:

For maintenance of way,	- 529,045f. 95c.
Transportation account,	- 1,032,686f. 64c.
General expenses,	- 193,647f. 72c.

Total, - 1,755,380f. 31c.

During the same period the number of passengers reduced to one mile, was equal to 45,093,899, which divided in the above, gives as the expenses per passenger per mile,

For maintenance of way,	1.17 centimes or 0.22 cts.
Transportation account,	2.29 do. or 0.43 cts.
General expenses,	0.43 do. or 0.08 cts.

Total, 3.89 centimes or 0.73 cts.

These expenses are very low, and are exceeded on every other railroad.

VII. Expenses per mile of travel.

The number of miles performed by all the locomotives with their trains, was:

From 5 May, 1835, to 2 May, 1836, 14,810 lieues.

From 3 May, 1836, to 31 Dec. 1836, 24,825 lieues.

From 1 Jan., 1837, to 31 Dec. 1837, 61,592 lieues.

Total, 101,227 lieues.

at 5000 metres, or 314,506 English miles; the expenses during the same period of two years and eight months were—

Maintenance of way,	529.045f. 95 pr. m. of travel,	1f 68 or 31½c
Transport'n acc't,	1,032,683f. 64 do.	3f 28 or 61½c
General expenses,	193,647f. 72 do.	0f 62 or 12 c

Total, 1,755,380f. 31 5f 57 or 105c

The expenses for every mile which a locomotive with its train runs, amount therefore to five francs fifty-eight centimes, or one dollar five cents, being very near the same as on the American railroads.

VIII. Number of passengers per trip.

In the table under No. 3, we have shown that the number of passengers from the 5th May, 1835, to the 31st of December, 1837, reduced for the length of a single mile of road, amount to 45,093,899; during the same period the trains performed 314,506 miles; this gives 143 as the average number of passengers in a train. This number compared with 5f.58c. as the expenses per mile of travel, gives again 3.89c. or 0.73c. as the expense per passenger per mile.

IX. Comparison between the gross income and the nett revenue.

The following table contains the annual gross income, current expenses, and the surplus of income over the expenses, as is related in the report of the Minister of the 26th of November, 1838, to which is annexed the annual surplus for every one hundred francs of the gross income.

Period.	Total gross income.	Current expenses.	Surplus of revenue.	Profits*
May 5, to Dec. 31, 1835, -	Frances et. 208,997.50	Frances et. 168,772.73	Frances et. 100,224.77	37f. 25c.
Year 1836, -	825,132.85	431,135.67	393,997.18	47f. 75c.
Year 1837, -	1,416,982.94	1,156,471.91	261,511.03	11f. 46c.
January 1, to October 1, 1838, -	2,633,532.21	1,619,189.77	1,014,342.44	38f. 52c.
Total, -	5,144,645.50	3,374,570.08	1,770,075.42	34f. 52c.

* From 100f. of the gross income remaining, after defraying all expenses.

As an average, therefore, of 3½ years, of every 100 francs revenue, only 34 francs 41 centimes remained; but as all the locomotives and cars are still new, and no amount for general depreciation appears under the expenses, it is to be supposed, that in future only 30 francs will remain from 100. This surplus serves as interest and a sinking fund for the capital.

X. Gross income per mile of Railroad.

The public in Europe is almost throughout of opinion, that only short lines, and these especially between two populous cities, will pay a good interest; but the branch roads extending to remote, less populated

parts of a country, will never yield any profits. What results the Belgian roads give in that respect, the annexed table will show:—

PERIOD.	No. of sections opened.	Length of road in operation.	Income during whole period.	Annual income per single mile of road.
May 5, to Dec. 31, 1835.....	1	12.6	Francs. c. 268,997.50	Francs. c. 32,333.75
Year 1836.....	2	22.3	852,132.85	38,212.23
Year 1837.....	6	56.1	1,416,982.24	25,256.16
Jan. 1, to Oct. 31, 1838.....	10	118.7	2,633,532.31	26,638.34
Total.....		53.1	5,144,645.50	27,735.98

In the second column appears for the year 1835, only the section between Brussels and Malines of 12.6 miles, opened at that time. In the year 1836, these 12.6 miles were in operation for 365 days, and the second section from Malines to Antwerp, of 14.6 miles, for 243 days only. In multiplying the length of each section by the respective numbers of days, and dividing the sum by 365, we receive 22.3 miles as the average length in operation during the whole year of 1836. In the same manner the average length was obtained for the year 1837 and 1838. The last column shows, that the annual receipt per single mile of road amounted in the first year, when the novelty attracted many passengers, and only 12.6 miles were opened, to 32,333 francs 75 centimes; and that in the third and fourth year, when curiosity attracted but few, and the greatest number travelled for business only, and while a much greater length of road was in operation, these receipts amounted still to 26,500 francs per mile yearly. This amount will undoubtedly be increased in the following years, as in 1838 four new sections came in operation, on which the traffic will develop itself only by and by; besides, there will be the transportation of goods, which for the year 1839, is estimated to give a revenue of 850,000 francs for 150 miles, or 5346 francs per mile; the gross income on the Belgian railroads, will therefore also in future, like the first year, amount to about 32,000 francs per mile of road annually. That by the increase of population and commerce, also this income of 32,000 francs will be increased, is evident; the railroads in Belgium serve therefore as a proof, that long lines of railroads may (some extraordinary circumstances excepted) be executed with equal success as short ones.

It would be quite erroneous in calculating the revenue of a system of railroads, canals, or turnpike roads, to regard the income on the principal lines separately, and so the revenue of each of the branch lines, in order to judge of the value of each of them. By the opening of a branch line the income of the main line must become greater; because the passengers and freight from the branch lines will pass over the same and increase the revenue. The accurate way of calculating a whole system of railroads, canals or turnpike roads, must therefore be to compare the *total income of the main line as well as of the branch lines*, with the *total length of all the lines*, in order to find the *average income per mile*; and in deducting therefrom the expenses, the balance will show, when compared with the cost of construction per mile, what interest ensues for the capital invested.

XI. Budget for the operations of the Belgian Railroads in the year 1839.

We have seen that the annual gross income will amount to 32,000 francs per mile; therefore for the 159 miles, which are in operation, to 5,088,000 francs. After defraying all the expenses, from 100 francs gross receipts there remain 34 francs 41 centimes; the net income will, therefore, be 1 50,780 francs, instead of

which the minister in his budget anticipates the amount at 1,700,000, to which he is led by a different calculation. This surplus is exactly 5 per cent. of the capital expended of 34,000,000 francs. These 5 per cent. suffice for interest and sinking fund, and therefore the Belgian railroads fulfil their object, to maintain themselves without being a charge to the state treasury.

XII. Increase of income from the Mail and Turnpike.

As an objection against railroads it was further maintained, that their introduction in a country will lessen considerably the receipts of tolls on turnpike roads and of the mail, because there will be less travel on turnpike roads, and letters will be carried by persons who travel on railroad; the same opinion appears to have existed in Belgium. On the 27th of January, 1838, the Minister, Mr. Nothomb, declared in the Senate, that the revenue of the mail in 1837 exceeded that of 1836 by 262,373 francs, and the tolls on turnpike roads by 110,000 francs, for the reason that although the tolls on these roads which go in a parallel direction with railroads are lessened, yet they are increased in a greater proportion on those turnpike roads which lead to the railroads, as they are passed over by all who come to travel on the latter. The revenue from the mail increased in consequence of the greater intercourse occasioned by the introduction of railroads.

XIII. Comparison of the Belgian Railroads with those in the United States.

According to table under No. 3, the number of passengers during 3½ years, reduced for the length of one mile, amounted on the Belgian railroads, to 88,981,763, or at an average per year of 25,423,361. As the average length of road in operation during the whole time was 53.1 miles, we have 478,783 through passengers annually. The Belgian railroads are therefore travelled over on their whole length by nearly 500,000 passengers per year. We have now the following comparison:

(a.) *Cost of Construction.*—A mile of railroad with a single track, and the necessary buildings and outfit, costs in America \$20,000; in Belgium \$41,300, or more than twice the amount.

(b.) *Tariff.*—On the American railroads, a passenger pays at an average 5 cents per mile; on the Belgian railroads, only 1 cent, or 5 times less. For freight the charge is, in America, at an average 7½ cents per ton per mile.

(c.) *Speed.*—On the American railroads, passengers are conveyed with a speed of from 12 to 15 miles per hour, stoppages included; on the Belgian roads at the rate of 17 miles, or stoppages not included, at the rate of from 20 to 25 miles.

(d.) *Traffic.*—There are at an average, 35,000 through passengers, and 15,000 tons of goods carried annually over the American roads; on the Belgian there have been carried per year 478,783 through passengers, and the transportation of goods only commenced a short time since.

(e.) *Gross income.*—The same amounts on the American railroads, at an average per mile and per year,

From 35,000 passengers at 5 cents, . . .	\$1750
From 15,000 tons of goods at 7½ cents, . . .	1125
From mail and contingencies, . . .	200

Total, 3075

On the Belgian railroads the gross income per mile from 478,783 passengers, and the transportation of freight amounts to 32,000 francs or \$6,003 75 cents per year.

(f.) *Expenses per mile of travel.*—These amount

on the American railroads to 1 dollar, on the Belgian roads to 1 dollar 5 cents, or they are the same in both countries.

(g.) *Number of passengers per trip.*—In Belgium there were in each train, at an average of $3\frac{1}{2}$ years, 143 through passengers; on the American roads, a passenger train contains only 40 through passengers, at an average.

(h.) *Number of trips per year.*—In dividing 35,000 by 40 we obtain 875, as the average number of passenger trips per year on the American railroads; and in dividing 478,783 by 143 we get 3348, which represents the average number of passenger trains passing annually over the Belgian roads. As at the same time the speed on the latter is greater than on the American railroads, it was necessary to employ rails of 45 lbs. per yard, while their weight is generally less on the American railroads.

(i.) *Expenses per passenger per mile.*—These are in Belgium only 0.73 cents, and in America $2\frac{1}{2}$ cents, or $3\frac{1}{2}$ times more. The reason of it is, that the American trains contain $3\frac{1}{2}$ times less passengers, while the expenses per train per mile are equal in both countries. It is very nearly the same for a locomotive to carry 40 or 143 passengers in a train.

(k.) *Annual current expenses.*—In America the annual current expenses for working a railroad, are, per mile—

For transportation of 35,000 passengers, at $2\frac{1}{2}$ cents,	\$875
For transportation of 15,000 tons of goods, at $6\frac{1}{2}$ cents,	975
For transportation of the mail and other expenses,	100

Total, \$1950

Or 63 dollars 41 cents of every 100 dollars gross income. On the Belgian railroads, of every 100 dollars gross revenue, the expenses are 65 dollars 59 cents, or per year per mile 3937 dollars 86 cents.

(l.) *Interest on the capital invested.*—In America the annual average gross income, per mile of road, amounts to 3075 dollars, the annual current expenses to 1950, leaving 1125 dollars, which compared with the cost of a mile of road (20,000 dollars,) gives $5\frac{1}{2}$ per cent. interest. On the railroads in Belgium, the annual gross income per mile, is 6003 dollars 75 cents, the expenses 3937 dollars 86 cents, leaving 2065 dollars 89 cents as interest on the cost of 41,300 dollars per mile, or exactly 5 per cent.

XIV. General Remarks.

The comparison of the results of the Belgian railroads with those of the railroads in the United States of America, speaks evidently in favor of the first. The extremely low charges for passage on the Belgian railroads has increased the number of passengers in an unparalleled degree, and produced an intercourse not attained in any other country of the world. While the higher prices in the better classes of cars yield a considerable profit, the price in the last class or for the great mass of the people, is so low that it almost only covers the expenses. The Belgian railroads are, therefore, throughout, a great popular, democratic establishment, which must have found the approbation of the people and every intelligent man; the Belgian railroads afford to the government the greatest facility in the transportation of troops, the importance of which was evinced principally for the last years; the Belgian railroads yield, in conformity with the grand idea of their establishment, only the interest and sinking fund of their capital, but the state treasury has, by the increase of intercourse, indirectly gained in all taxes, in the revenue from tolls on turnpike roads and from the mail; the most important gain, however, was that kept in view by the great founder of these roads, to

bring the nation into a more intimate contact, and to form of it one large family, on which the actual national device, "L'Union fait la force," ("Union gives strength,") becomes realized.

F. A. CHEVALIER DE GERSTNER.

CINCINNATI, 25th June, 1839.

Letters addressed to the care of Messrs. Maitland, Kennedy & Co., New-York.

Five francs and 33 centimes, or 533 French centimes are equal to one dollar. One English mile is equal to 1610 metres.

REMINISCENCE OF THE NAVY.

The following communication was written a short time previous to the decease of the venerable author in January, 1838. We are indebted to a member of the family for the MS., which was discovered among the papers of the deceased.—*National Gazette*.

For the *National Gazette*.

My attention has been called to an article published in the *National Gazette* on the 31st of October last, headed "Misrepresentation corrected," and over the signature of "Vindex."

It is not my intention to enter into the feelings expressed by its author towards the biographer or the reviewer of the life of the gallant Bainbridge, but to reply to the assertion therein said to have been made by the elder President Adams, in a letter addressed to Mr. Jefferson in the year 1822, viz: That General Washington was averse to the American navy—by recording my testimony on that subject.

On the 3d of February, 1794, George Washington being then President of the United States, and General Knox, the Secretary of War, the office of Secretary of the Navy not then existing, I received a note of which the following is a copy:

"WAR OFFICE, 3d February, 1794.

"To Mr. JOSHUA HUMPHREYS:

"General Knox's compliments to Mr. Humphreys, and would be happy to have a conference with him at the War Office any time before three o'clock this day if it will be convenient."

I attended; the subject under consideration was the construction of a navy. Whereat I set forth the principles on which I recommended frigates should be built, as expressed in a letter which I had addressed to the Hon. Robert Morris, of which the following is a copy:

PHILADELPHIA, 6th January, 1793.

To the Hon. ROBERT MORRIS:

SIR: From present appearances I believe it is time this country was possessed of a navy; but as that is yet to be raised, I have ventured a few ideas on the subject.

Ships composing the European navies are generally distinguished by their rates: but as the situation of our coast and depth of water in our harbors are different in some degree from those of Europe, and as our navy must be, for a considerable time, inferior in the number of its vessels to theirs, we are to consider what size ships will be most formidable, and be an overmatch for those of an enemy. Such frigates as in blowing weather would be an overmatch for double-decked ships, or in light winds may evade coming to action by outsailing them. Ships built on these principles will render those of an enemy in a degree useless, or will require them to have a superiority in number before they attack our ships.

Frigates, I suppose, will be their first object; and I think none of them ought to be built less than one hundred and fifty feet keel, to carry twenty-eight thirty-two pounders, or thirty twenty-four pounders on the gun deck, and twelve pounders on the quarter deck. These ships should have scantlings equal to

seventy-fours. As such ships will cost a large sum of money, they should be built of the best materials which can be procured, and the timbers framed and bolted together.

If we build our ships of the same size as the Europeans, they having so great a number of them, we shall always be behind them. I would build them of a larger size than theirs, and take the lead of them, which is the only safe method of commencing a navy.

I am very respectfully, yours,
JOSHUA HUMPHREYS.

An act entitled "An act to provide a Naval Armament," passed both Houses of Congress, and was approved by President Washington, the 27th of March, 1794.

The 1st section authorized the President of the United States to procure, by purchase or otherwise, equip and employ four ships to carry 44 guns each, and two ships to carry 36 guns each.

The 5th section of same act authorized the President of the United States to procure, by purchase or otherwise, in lieu of the said ships, a naval force not exceeding in the whole that by this act directed; so that no ship thus provided, shall carry less than 32 guns, or he may so provide any portion thereof which in his discretion he may think proper.

Shortly after the passage of this act, I received a letter, of which the following is a copy:

WAR OFFICE, April 12th, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: I request that you will please immediately prepare the models for the frames of the frigates proposed by you in your letter of this date, and also that you would please prepare an accurate draft and models of the same; the latter to have the frames accurately described.

H. KNOX.

I have mislaid the copy of my letter to Gen. Knox of the 12th of April, 1794, to which the preceding letter from him to me of the same date replies; this must account for its omission immediately preceding his. It in effect proposed to construct the frigates on the same principles as set forth in my letter to the Hon. Robert Morris, of the 6th of January, 1793, and proposed models for the construction of the frigates in conformity thereto, which were adopted, and the frigates, with the exception of the Chesapeake, built thereon.

On the 28th of June, 1794, I received instructions, as follows:

WAR DEPARTMENT, June 28th, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: You are appointed the constructor or master builder of a 44 gun ship, to be built in the port of Philadelphia, at the rate of compensation of two thousand dollars per annum; this compensation to be considered as commencing on the 1st of May last, in consideration of your incessant application to the public interest, in adjusting the principles of the ships, drawing the drafts, making the moulds, &c.

H. KNOX.

The frigate then built by me, the United States, was frequently visited during the progress of her building by President Washington, who expressed deep interest in all that related to her, and to the intended navy.

On the 24th July, 1794, I received a letter of instructions, of which the annexed is a copy:

WAR DEPARTMENT, 24th July, 1794.

To Mr. JOSHUA HUMPHREYS:

SIR: I request that you would have the moulds for the frigates prepared with all possible despatch, for the purpose of being transported to the following places, viz:

To Norfolk, 44 gun ship, (the Chesapeake,) addressed to Win. Pennock, agent.

To Baltimore, 36 gun ship, (the Constellation,) Samuel and Joseph Sterrett.

To New York, 44 gun ship, (the President,) John Blagge.

To Boston, 44 gun ship, (the Constitution,) Henry Jackson.

To Portsmouth, N. H., 36 gun ship, (the Congress,) Jacob Sheaff.

Mr. Fox, who is under your direction, will also apply himself closely to this business.

Your humble servant, H. KNOX.

I had also to provide rough moulds and instructions to Mr. Morgan, who was sent to Georgia to cut timber for the frigates. After the moulds, drafts, and instructions were completed and forwarded to the different agents, as directed in General Knox's letter, it was found there was not any person at Norfolk supposed to be capable of building a frigate.—Mr. Fox was appointed to build her. Before he arrived at Norfolk, the keel had been spliced and laid for the 44 gun ship to be built there; the keel was afterwards cut to that of a 36 gun ship, on a new draft drawn by Mr. Fox, differing from the one I had forwarded. By what authority the alteration was made, I never could ascertain. The ship so built was the Chesapeake.

The duties of naval constructor were performed by me, and I was in correspondence with the several Secretaries of the Department, from my appointment in May, 1794, throughout the Washington administration, the whole period of the elder Mr. Adams's term, and for a short time under that of Mr. Jefferson.

On the 29th of January, 1800, I received an order from the Secretary of the Navy to examine the ports of New London, Newport, Boston, Portsmouth, N. H., Portland, and Wiscasset, in Casco Bay, for the purpose of selecting the most suitable place for a dock yard. This I performed, and duly reported on. I was also directed to purchase the navy yard in Philadelphia, and lay out one in Washington. These things were ordered, as I understood, because the elder Mr. Adams, then President of the United States, was aware of Mr. Jefferson's hostility to an efficient navy, and was resolved to secure all these points before he went out of office.

On the 13th of August, 1801, I received a letter from the Secretary of the Navy, from which I insert the following extract:

NAVY DEPARTMENT, 13th August, 1801.

To Mr. JOSHUA HUMPHREYS:

SIR: With respect to providing the repairs of the Constellation, you certainly must be the best judge not only of what may be wanting, but of the fitness of the articles offered; you will therefore continue to purchase them, giving orders on George Harrison, Esq., for payment. The frigate Constellation has been examined and found to be considerably decayed, particularly the ends of the beams. She is under orders for a thorough repair. Thanking you for your suggestions on this and other subjects, which will receive due attention, and soliciting a continuance of your observations on whatever points you may deem proper or conducive to the improvement of our navy,

I am, very respectfully, yours,
ROBERT SMITH.

A short time afterwards brought me the following letter:

NAVY DEPARTMENT, Oct. 24th, 1801.

To Mr. JOSHUA HUMPHREYS, Esq.

SIR: As it is not intended that either of the 74's shall be commenced until the timber is duly prepared

and properly seasoned, the station which you hold as naval constructor has become unnecessary, and I am under the necessity, though very reluctantly, to inform you that your services will be dispensed with after the 1st of November next, up to which period you will please make up your account and transmit it to the accountant for settlement. You will I hope be duly sensible how very painful it is for me to make you this unpleasant communication, and be persuaded, sir, my sensibility is increased by considerations resulting from a knowledge of your worth and the uniformly good and useful character you have sustained since you have been in the employ of the department. But, sir, it is hoped should your services hereafter be required that you will not withhold them.

I have the honor to be, with great respect, yours,
ROBERT SMITH.

The foregoing is testimony that General Washington was not only not "averse to the creation of a navy," but was its early and "zealous advocate."

This is evidenced by the conference on the subject of a navy which the Secretary of War, (General Knox) requested on the 3d of February, 1794, previous to the act passed 27th of March, 1794, "to provide a naval armament for the United States," and by the zeal of his administration in carrying the provisions of the act into operation, shown by the quickly succeeding dates of General Knox's letters directing the drafting, moulding and building of the ships.

The fifth section of the act left it to the choice of the President to substitute ships of thirty-two guns for the forty-fours and thirty-sixes which the first section authorized. A less "zealous advocate for the creation of a navy" would, "in the straightened means of the public treasury at that time," have preferred the substitute.

But President Washington, throughout the whole of his administration, looked not only at the present, but also to the future; and determined, by his adoption of the principles on which the ships were constructed, that the navy of the United States should be a Hercules, even in its cradle.

JOSHUA HUMPHREYS.

PONT READING FARM, Delaware County, Pennsylvania, Dec. 1837.

The review of yesterday was the most remarkable parade, for the number of troops, since the war. All the infantry force of the city was yesterday out—amounting, as far as we could form an estimate, to between 11 and 12,000 men. The day was uncommonly fine, and of course the throng of spectators was greatly increased thereby.

The line was formed on the Sixth avenue, and extended nearly three miles. At about 11 o'clock the Governor left his quarters at the City Hall, surrounded by a numerous and brilliant staff, including the Adjutant General, the Commissary, Quartermaster and Paymaster Generals of the State, his aids, and the officers of the staffs of the respective Major Generals of the line. He was escorted by a corps of cavalry, the Greys. On reaching the right of the line he was received by the senior officer, Major General Doughty, and as he rode leisurely down the line, was saluted in succession by each corps. This over, he proceeded with his staff and escort to Washington square, where marquees for their reception had been pitched, and there awaited the marching salute. After a sufficient interval, and when the head of the column was at hand, the Governor remounted, and took his station at about the centre of this spacious Park, with his staff formed in the rear, and the Mayor of the city on his right—and there for two hours and more, the time con-

sumed in the passing of the troops, sat uncovered in acknowledgment of the salutes paid to him.

At about half-past 3 o'clock the review terminated, the regiments were marched to their respective parade grounds and then dismissed. Altogether it was a very animating display, and, considering that the great mass of those turned out were ununiformed militia, the effect was very good. Some of the ununiformed companies attached to the regiments were of very soldierly port and bearing—if we do not discriminate, it is really from the difficulty, as they passed, of saying which was most firm and regular in its march, or steady and accurate in the position of its arms, &c.

The ground in Washington square was well kept by the cavalry escort and by the Union riflemen, and the whole parade went off with great *éclat*, and, so far as we could learn, without any accident.

In the evening, the officers of infantry, as we learn, entertained the Governor at dinner at the City Hotel.—*New York American*, Oct. 18.

From the Sunday Morning News.

THE MILITIA SYSTEM.—What has been the effect of the great parade of Thursday? What signal purpose has it subserved? Something greater and more important than that it has afforded a rare show for noisy boys and curious men—something worth more serious attention than a sarcastic squib. It answered this purpose—to convince all reflecting men ahow, that our militia system is rotten to the core—nay, that it never was sound in any respect. Can there be a man who has set eyes on the undisciplined, badly armed, and badly accoutred masses of men that have been led about through the streets for the last fortnight, at various times, under the name of regiments and under the guidance of officers, many of whom have no more knowledge of tactics than the little boys who peddle locofoco matches—who has not seriously asked himself, "What is all this for? Why is this waste of time?" What an enormous aggregate of skill, and strength and time to develop them in, the public has been robbed of, in forcing so many from their avocations, to comply with the requisitions of a system worse than useless!

What is the *professed* end of our militia trainings? To hold men in readiness to overcome domestic disturbance in the shape of mobs and the like? Better spend the time in delivering lectures to their unhappy victims on the value of good order and social security! Never is there a stronger call for the extreme of moral courage—which few possess—or that complete military discipline which may supply its place, than when citizens are to be arrayed against citizens to shoot them into submission. Are our raw militia of this description? We laugh at the bare thought? Are our trainings to prepare our citizens to repel a foreign invasion? Oh! heavens, and oh earth! Preposterous idea! Why, in such a crisis—indeed, upon any occasion when it would be necessary to call upon the State for men for actual service—the first effort of the officers would be to unteach them all that they have mislearned in our abominable trainings; and military men have often been heard to say that they should prefer those who had never seen a musket or stood up in rank.

We seriously call the attention of our rulers—of Governor Seward, who had an opportunity on Thursday to convince himself of the utter uselessness of militia trainings—to an effort to abolish them altogether. It is true, the laws of the United States require a system of some kind; but that at present in vogue among us may be so modified as to do away *entirely* with the parades of *ununiformed* militia. The Massachusetts laws and system have so been modified—and pray let us in New York be subjects for jeers and

scoffs no longer. All seem to be agreed upon the point we have been arguing—learned and unlearned, soldier and exempt, foreigner and citizen, ruler and ruled. Put it to the vote in the State, whether there should be a change, and the majority would be overwhelming. What then—wherefore is there delay to achieve what all desire?

It may be said that we have only twanged an old tune upon a worn-out string; and some of our readers before they have reached this closing paragraph may have turned away with a sneer, and the exclamation, "stale—stale—stale!" But militia trainings are not stale—and until the iteration of complaints avails something, let them be reiterated again and again, until they enforce that action which alone should check the outcry.

NAVAL APPRENTICESHIP.—In another column of to-day's paper will be found an advertisement from the Navy Department, containing the "Regulations for the enlistment and employment of boys, who may be entered to serve in the navy until they arrive at the age of twenty-one years." We were pleased with the institution of this system from the first, and cannot but regard it as a highly useful measure, which will result in permanent good to the navy.

There are some particulars in this arrangement which we especially approve of. One to the effect that no part of the pay allotted shall be given for personal use until the youth's discharge at the age of twenty-one, except for clothing and necessities, and occasional small advances under the direction of the commander. This will be likely not only to preserve the young sailor from those habits of profuse expense, which so generally characterize the sea-faring class, but it will secure to the grown up tar a small capital which may serve as the nucleus of future accumulations, and lay the foundation of competence for declining days. There is one mode, however, of appropriating a portion of his pay from time to time, which the young apprentice may adopt, which will be likely to do him more good than to hoard it for future use.—He may allot to a *parent* such amount as shall not reduce his allowance below six dollars per month, or as shall not be more than half his pay.

Another item merits particular approbation. The apprentices are not allowed to draw spirits or tobacco; but on the contrary, they are to be encouraged, and required, if possible, to abstain from the use of both.

The institution of this system offers fair opportunities and inducements to enterprising lads, whose means are small, for entering with many advantages upon a useful and honorable profession. Sufficient education is provided for them, and every facility given for thorough instruction in all that pertains to seamanship. Preference is also given to them, as it justly should be, in the way of promotion, if they fulfil the period of their apprenticeship in a creditable manner, and show indications of skill and fidelity to duty.

By this arrangement, too, the navy will be provided with a class of petty officers that may be relied on—men of trained habits, of intelligence, and seaman-like bearing. In connection with the recent measures which have been adopted for the better education of midshipmen, the apprenticeship arrangement will complete an admirable system of nautical education.—*Baltimore American*, Oct. 19.

We understand that orders have been given to prepare a sloop-of-war and a schooner, with all possible despatch, for cruising on the coast of Africa, in execution of the laws of the United States against the disgraceful traffic in slaves, and for the protection of our lawful commerce in that quarter.—*Globe*.

From the Ladies Companion.

THE SAILOR.

Ho! dwellers on the stable land,
Of danger what know ye,
Like us who boldly brave the surge,
Or trust the treacherous sea!

The fair trees shade you from the sun,
You see the harvests grow,
And catch the fragrance of the breeze,
When the first roses blow.

While high amid the slippery shroud,
We make our midnight path,
And e'en the strongest mast is bowed,
'Neath the wild tempest's wrath,

You slumber on your couch of down,
In chambers safe and warm,
Lulled only to a deeper dream
By the descending storm.

But yet, what know ye of the joy
That lights our ocean strife,
When on its way our gallant bark
Rides like a thing of life.

When gaily towards the wished-for port
With favoring gale we stand—
Or first your misty line descries,
Hills of our native land!

But yet there's peril in our path,
Beyond the wrecking blast;
A peril that may whelm the soul,
When life's short voyage is past.

Send us your Bibles when we go
To dare the threatening wave;
Your men of prayer, to teach us how
To meet a watery grave.

And Saviour—Thou whose feet sublime
The foaming surge did tread,
Whose hand the rash disciple drew
From darkness and the dead—

Oh! be our Ark, whose floods descend,
When thunder shakes the spheres—
Our Ararat when tempests end,
And the green earth appears.

A MEDAL.—Description of a medal found at New Rochelle, in the foundation of an old Huguenot house, owned by A. Le Cone.

The medal is of copper, about the size of a dollar, and is much defaced by rust. It was struck in honor of the capture of Porto Bello, by Admiral Vernon, in —.

On the obverse, a half length figure of Admiral Vernon, holding a sword in his *left* hand, with the inscription—

"The greatest glory revived by Admiral Vernon," with the date.

On the reverse, a fleet of six ships, with the inscription—

"By courage and conduct he took Porto Bello, with six ships only."

This medal, struck in honor of the gallant exploit of Admiral Vernon, a relative of George Washington, to whom was offered a warrant of Midshipman under his command, has been presented by William Gracie to the Naval Lyceum at Brooklyn.—*N. Y. Evening Post*.

WASHINGTON CITY, THURSDAY...OCTOBER 24, 1839.

THE DOCTRINE OF NON-RESISTANCE.—We did not think, and could scarcely have believed, that there was in a country professing to be so enlightened as ours does, a class of rational beings, who openly promulgated the doctrine of non-resistance to force and disobedience to all human governments. Such notions may be safely avowed, where the persons who hold them, form but a small fraction of the community; but if they constituted the majority, so that they could carry their doctrines into practical operation, they would soon be bereft of their earthly possessions by their less scrupulous neighbors, and left to mourn over their folly and credulity.

Governments have existed all over the world, almost from its very foundation, or as soon as people became sufficiently numerous to be divided into communities, tribes, and nations; and so long as man is a gregarious animal, some form of government and law must prevail. Even savage nations and nomade tribes have their chiefs, their customs which are tantamount to law, and various modes of punishment for the different grades of offences.

To attempt to demonstrate at the present day, that all human penal codes are anti-christian; that governments are in opposition to scripture, and tend to anarchy and bloodshed; that the conferring or arrogation of power to take life, to declare war, and to support armies and navies, is identical with robbery and murder;—is a height of absurdity to which we never dreamed that fanaticism itself could reach in its wildest theories for the reformation of the world.

Yet all these notions, visionary and ridiculous as they appear, are deliberately entertained, and set forth by an association of males and females, calling itself "the New-England Non-Resistance Society." At a late annual meeting, several resolutions were adopted, which may be considered as embodying their creed, and the motives by which they profess to be actuated. To show our readers to what extremes fanaticism and biogotry may lead, we have inserted the proceedings and resolutions. We have no apprehensions that they will produce injurious effects upon our military bodies, or cause one individual to swerve from the faithful discharge of his official or social duties. The principal, if not only evil, to be dreaded is, the contempt and ridicule that may be cast upon religion and piety, by such Pharisaical doctrines.

We have New England blood running in our veins, and feel a just pride in her institutions and high moral standing; but we lament to see doctrines like these emanating from the land of the Pilgrims.

That war in itself is an evil, none can deny; and that it should be resorted to as seldom as possible, and only in defence of national rights and honor, all good men will admit. But while man retains the propensities and the failings which have characterized

him from the creation, governments must be established, crimes must be punished, and military bodies maintained, to protect public as well as individual rights and preserve peace.

ARRIVALS AT WASHINGTON.

Oct. 17—Major E. A. Hitchcock, 8th inf., Fuller's.
Major T. T. Fauntleroy, 2d drags., Alex'a.
Colonel G. Croghan, insp'r. gen., G. street.
18—Major John Garland, 1st inf., Fuller's.

LETTERS ADVERTISED.

PENSACOLA, Oct. 1, 1839.

NAVY—Capt. Paulding 2; Lieuts. J. A. Davis, Z. Holland 3, H. M. Houston, William Lambert, S. E. Munn 2, E. M. Yard; Dr. J. S. Messersmith; Purser W. A. Slacum 4; Passed Mid. W. Gwathmey, W. R. Gardner, R. E. Hooe, E. T. Shubrick, J. C. Walsh, J. D. Johnston; Mid. J. N. Brown, Cass, J. B. Creighton 2, Charles Cooper, H. Godman 3, E. Z. C. Judson, Van R. Morgan, J. W. A. Nicholson 2, B. N. Westcott.

MARINE CORPS—Lieut. Waldron.

U. S. SHIP ONTARIO—Capt. J. D. Williamson 7; Lieut. E. Farrand 4, Lieut. W. Hunt 6, Dr. R. B. Banister 2; Passed Mid. G. H. Scott, J. B. March. and; Mid. K. Duer 3, A. Bryson 3, W. H. Jameson 3, S. Edwards 2.

PASSENGERS.

CHARLESTON, Oct. 18, per steampacket Governor Dudley, from Wilmington, Major C. Mapes, and lady, and Capt. D. H. Vinton, of the army.

SAVANNAH, Oct. 16, per brig Excel, from New York, Capt. J. K. F. Mansfield, of the army.

Communication.

THE ARMY AND THE PEOPLE.

ON THE VIEW TAKEN BY CERTAIN WELL-INTENTIONED BUT MISINFORMED PEOPLE, OF THE RELATION EXISTING BETWEEN THE "PEOPLE" AND THE OFFICERS OF THE UNITED STATES ARMY.

Democracy in theory, and, to a certain extent, and with judicious restrictions and limitations in *practice*, is, perhaps, the most beautiful form of government known to man. Democracy, however, presupposes that the majority of the masses of men, on whom it is to act, are virtuous, intelligent, industrious, and orderly. But, unfortunately, education is not yet sufficiently diffused (and very probably it never may be) to justify this supposition. The chief danger to be apprehended in a democracy is the influence of the *demagogue*—an individual who elevates himself by flattering the people, causing them to overrate themselves, and underrate their superiors. It is a melancholy fact that the malign influence of this wily and selfish character is becoming but too conspicuous in our hitherto prosperous republic. We regret to perceive that the prevailing spirit of the age is a tendency to break the natural barriers separating the different classes of society. It is a lamentable truth that the pure and beautiful goddess of democracy is assuming, to an alarming extent, the form and appearance of that most hideous monster, *agrarianism*. That worst enemy, but *professed friend* of the people, the demagogue, is busily at work. He has a "thousand and one" springs in motion for his own advancement, and for the *real* detriment of the object of his pretended idolatry, the "*people*." From the press and from the stump, we see and hear far too much of this people-worshipping and people-flattering. The people are continually and elaborately

assured of their virtue, their intelligence, their infallibility, and, in short, of their *perfectibility*. Their crafty and designing sycophants are forever ringing into their ears their might, their majesty, and their *sovereignty*. This last attribute of the *people* is harped upon with *particular stress*. That most singular and blasphemous sentence, "*Vox Populi vox Dei*," is probably the most pet phrase of the politicians of the present day. Now these remarks are not the result of any upstart hatred of *democracy* or of the *people*. Every true philanthropist must, of course, love the *people*, and desire their welfare; but the *philanthropist* and the *demagogue* are "wide as the poles asunder," and all who admire the one character must abhor the other. We are led to make these remarks by reflecting upon the light in which certain well-meaning, but uneducated and misinformed *people* are *taught by their leaders* to regard the *officers of the army*. These persons, having been so often persuaded that they are the "sovereign" masters of this "free and enlightened" republic, actually think that the officers of the regular army are their *servants*. We, for one, cannot subscribe to this loco-loco doctrine. (We do not use the word "loco-foco" in its cant party sense, but in a general and philosophical sense.) We cannot consent that every *sans culotte* we meet in the street, should look on us as his *servant*, according to his acceptance of that word. These *servant-owners* positively consider the *officers of the army* as deeply and constantly indebted to them—as servilely dependent on them. They have been known to say—"Why, I pay for the very coat he wears." This view of the matter, by these honest but unreflecting individuals, is certainly not the correct one. As for ourselves, while we hold a commission in the United States Army, and so long as we perform *our part* of the contract between Government and ourselves, we do not feel a very oppressive sense of gratitude to the "*people*," as thought, spoken of, and described by the demagogue. Are the officers of the army a privileged body, supported in idleness by the Government, without an equivalent return on their (the officers') part? Certainly not. They (the officers) get a certain pay, and, *in return*, perform certain services for Government. If there is gratitude or obligation *at all*, we think it due from the *people* to the officers, who, by their performance of the military duty of the country, enable the citizen to devote his whole time and attention to his civil pursuits. It appears, then, to be a fair and just contract. We do not consider that the officer of the army should feel any more grateful to the "*people*" than should the lawyer who pleads causes for them, or the tailor who makes their coats, and who gets paid for them. The officer gets his pay *for and in consideration of services rendered to the Government*. That fact, then, frees him of all sense of dependence. It would be different if Government *gave* him his pay *gratis*.—Then it might be said he was dependent; but with no sort of propriety could such an allegation be made as matters now stand. It would be very singular if officers, after spending all their lives in doing military duty for the Government, should still be considered as indebted to the *people*. We hope this subject will soon be looked on in its proper light, and that some abler pen will show to the world our exact relation to the Government and *people*.

SAM JONES.

DEPARTURE OF SIR JOHN COLBOURNE.—The Montreal papers of Saturday announce the departure of His Excellency Sir John Colbourne, and contain an address made to him, and his reply. The Courier says he left on Friday afternoon, and was accompanied to the place of embarkation by a brilliant cortege, and amid much military display.

Domestic Intelligence.

FLORIDA WAR.

From the St Augustine News, Oct. 11.

AFFAIRS AT BLACK CREEK.—We publish the following extract of a letter, written by a gentleman of the service stationed at Black Creek. At the present moment we forbear any comment, from the entire-ness of our *ex parte* information on the subject, but shall, when in possession of all the occurrences, hold them up to public observation, for its examination and judgment. That there are evils to be remedied, the bare fact of the occurrence loudly testifies—and whether they have originated with the soldiery or citizens, every peaceful man must unite in a general reprehension of the excess of passion which gave rise and completion to the outrage, as one which calls for the prompt and energetic interference of the supremacy of law.

"BLACK CREEK, Oct. 5, 1839.—You recollect the case I mentioned to you in one of my last letters. The soldier was struck by a man who had been some time since discharged by the quartermaster at this place, and as soon as the case terminated fatally, he disappeared, and was helped off by the citizens in this neighborhood. There was an inquest held on the body of the soldier, and a *post mortem* examination disclosed his skull to have been fractured above each temple; a quantity of blood to have been extravasated, and the brain itself to have been considerably injured. In a day or two afterwards, two of the citizens (Lucas and young Barnes) fell on one of the dragoons, who came in with Col. Whistler, and after beating him most unmercifully about the head, cut him across his face and eyes with a knife; and now he is in the hospital, with but little prospects of ever recovering his eyes. As soon as the men of the companies (dragoons and infantry) identified the perpetrators of this outrage, the orderly sergeant of the company and the sergeant major of the 7th, with the assistance of as many men as was requisite, took Messrs. Barnes and Lucas, and gave them a severe whipping, and put them in the stocks; and I believe, repeated the whipping upon discharging them in the morning. The citizens have since taken up a man named Hall, and tarred and feathered him; for what purpose none can divine.* The night after the last mentioned glorious transaction, the citizens commenced firing shot guns, rifles, &c., &c., about ten o'clock, much to the annoyance of those who had wished to sleep, as I can testify. I feared not an attack on the company, but that such conduct would, with the *tout ensemble* exasperate them, and that they, under the cover of the night, might give reins to their vengeance, and disregard the orders they were under to remain quiet and within their quarters. They did *stand* by their arms, as there were reports that might very rationally be interpreted into an attack; and there it ended; the burning of so much powder eased the bursting courage of the citizens, and now we rest about in *statu quo*. Lucas and Barnes have gone to St. Augustine for justice."

NEWS FROM SOUTH.—The steamer *T. Salmond*, Capt. FREDERIC, arrived here on Wednesday last, from Fort Pierce and New Smyrna. She was detained at the latter port eleven days, in consequence of bad weather. Two horses were stolen by the Indians from the neighborhood of Fort Pierce, where they had been grazing; but it was impossible to follow the trail, being crossed and recrossed in all directions.

FROM TAMPA BAY.—On the 3d inst. a party of Indians made a descent upon cattle at Tampa Bay, and

* Hall, when drunk, said he helped to flog Barnes.

carried of seventy-nine head. Captain FULTON, 2d dragoons, had gone in pursuit. It had not transpired whether this act of plunder was perpetrated by the *peace* or *hostile* party; a distinction which, it seems, has been created by some whites, in consequence of the very apparent indignation which Mr. Samuel Apiaka Jones evinced, when he was informed of the treacherous and murderous conduct of his followers, upon the camp at Caloosahatchie.

General TAYLOR, up to the 5th inst., had received no instructions from the War Department, as to his future action; and he was to leave for Newnansville, in order to have mustered into service, on the 12th inst., a battalion of mounted volunteers.

From *Pilatka*, we learn that all is quiet; no demonstrations of Indians having been seen for months, although on the night of the 29th ult., a rifle was distinctly heard from the hammock contiguous to the garrison. No signs were discovered.

We are likewise informed, that Captain DADE, 2d dragoons, is under arrest, by order of Col. WHISTLER.

Up to the present time there have been but two deaths among the Indian prisoners, now in confinement at Fort Marion. One died at the quarantine ground, shortly after their arrival from Charleston; and a child died, on the 8th inst., of diarrhoea. On the 10th inst., there was one birth.

From the Globe, October 19.

The following are copies of letters received at the Navy Department from the Commander of the U. S. squadron in the Mediterranean.

UNITED STATES SHIP OHIO, }
At anchor off Athens, Aug. 3, 1839. }

SIR: I have the honor to report to the Navy Department, that I am now in the execution of its order of the 3d of April, 1839, in relation to the Greek Archipelago.

No case of piracy is known to have occurred in this neighborhood for some time past, and there are now, I understand, five culprits awaiting the sentence of the laws, to be executed at Athens, on the 6th inst.

From this the Ohio will proceed to Smyrna; the Cyane will cruise for a time in the Gulf of Salonica, and join this ship at Smyrna.

With great respect, I have the honor to be, sir, your obedient servant,

ISAAC HULL,
Commander-in-chief of the U. S. Naval Force in the Mediterranean.

Hon. JAMES K. PAULDING,
Secretary of the Navy, Washington, D. C.

UNITED STATES SHIP OHIO, }
Vourla, near Smyrna, Aug. 3, 1839. }

SIR: I have the honor to report to the Navy Department the arrival of this ship at Vourla, where the water of the ship will be filled up, and in a few days she will proceed to sea, in further prosecution of your order of the 3d April, 1839.

I have not heard of any piratical acts as yet, and our commerce appears to be undisturbed.

The officers and crew of this ship are generally in good health.

With very great respect, I have the honor to be, sir, your obedient servant,

ISAAC HULL,
Commander-in-chief of the U. S. Naval Force in the Mediterranean.

Hon. JAMES K. PAULDING,
Secretary of the Navy, Washington, D. C.

THE "SEA GULL."—Apprehensions having been expressed in some of the public prints respecting the safety of the "Sea Gull," (tender to the Exploring

Expedition,) to allay any uneasiness that might be felt by the friends of her officers and crew, it is deemed proper to publish the following extract of a letter addressed to the Navy Department by Lieut. WILKES, commanding the Exploring Expedition, bearing date,

U. S. FLAG SHIP VINCENNES, }
Harbor of Callao, July 1, 1839. }

"The 'Sea Gull' and 'Flying Fish' left Orange harbor on the 1st of May. The latter arrived at Valparaiso on the 19th of May, having parted company with the former off Cape Horn in a gale of wind; and though the 'Sea Gull' had not arrived at Valparaiso on the 6th of June, I feel no apprehension for her safety, and, taking into consideration the constant head winds during our passage, and on our stay at Valparaiso, I did not consider her out of time."—*Globe.*

From the New York Gazette, October 15.

MILITARY.—We understand a new military corps is to be immediately organized under a most accomplished officer; a thorough tactician and superior instructor. The object of the commandant is to exhibit to the community the practicability of placing our fellow citizens in a superior state of discipline, with much less expense than is borne by our uniform corps, with fewer public parades and less drilling after the first year; to place before our uniform corps a strong incentive to improve themselves, (for they are in a very wretched state of discipline,) and to enable this emporium to boast of the most perfect uniform corps in the Union. We are told the members are to receive a perfect course of military instruction, so that every member may be enabled to command a company or regiment, should they ever desire to do so. The school for the instruction of the members will be one of moral instruction as well as military. It is a source of great regret that too many of our military associations, like our fire associations, tend to relax the morals and dignity of the members. The members of this corps are to receive a thorough knowledge of infantry, light infantry, and artillery tactics. They are to be distinguished for their proud bearing, their elegant discipline, their moral and gentlemanly deportment, at all times. It is to be a corps that will command the high expectations of the public; to be composed of gentlemen of good morals and respectable standing—none others will be admitted.

The uniform is to be different from any uniform yet worn. Very beautiful, it is said. The members are to be armed with United States pieces, to be obtained, it is thought, without expense to the members. The corps will generally parade with them, but occasionally with field-pieces. We wish success may attend the enterprise. We know full well that our uniform troops might reach a very high state of discipline, if the officers would only inform themselves, and render themselves competent to instruct. There is nothing more interesting than military instruction; but if persons attend drills and parades without learning any thing, they soon get disgusted and abandon the corps. The inability and incapability of the officers, drives many from our uniform militia service. This is the true cause of the decline of our artillery corps. We regret much to see some of our fine regiments have dwindled away to mere companies. We would respectfully admonish the commandants of regiments to redouble their exertions to improve themselves, that they may improve their corps, spend less money for useless show and unnecessary parades, which only tends to expose their inefficiency, and seek to improve themselves. Our proud and splendid regiment of National Guards spent a week in camp a short time since.—

Did they obtain any improvement? No. It was a week spent in fun and frolic. The idea of one week's encampment is capital. If well conducted, it would lead to amazing improvement. Such is the intelligence of our citizens that compose our corps, that they will learn more in one week, under competent officers, than those who enlist in the army can be taught in six months. Under such officers, with five parades, or even three per year, our ordinary militia can be tolerably well instructed. And are we not strongly admonished, by late domestic events, by the excitability of our citizens at large, to cherish and improve our militia system, and hold at least a host of our militia in an efficient state, always ready and able to assist the civil authorities in suppressing mobs and civil commotion; to assist in protecting us in our rights, property, and in the enjoyment of liberty, as well as repelling aggression? * * *

OFFICIAL.

DEPARTMENT OF STATE. }
Washington, October 11, 1839. }

The following information has been communicated to this Department by the Acting Consul of the United States at Turks Island.

Extract from an act of the Bahama Legislature, passed 21st June, 1839—in force for five years: 3 Victoria, ch. sec. 1.

RATES OF PILOTAGE.

For every vessel anchored opposite the towns of Grand or Salt Key:

From 50 to 100 tons,	\$1 50
100 to 150 tons,	2 00
150 to 200 tons,	3 50
200 to 300 tons, and upwards,	4 00

For every vessel anchored at the Riding Place:

From 50 to 100 tons,	\$2 00
100 to 150 tons,	2 50
150 to 200 tons,	3 00
200 to 300 tons, and upwards,	5 00

For every vessel conducted through the reef into the Hawk's Nest:

From 50 to 100 tons,	\$2 50
100 to 150 tons,	5 00
150 to 200 tons,	7 00
200 to 500 tons,	9 00
300 tons, and upwards,	13 00

The eighth clause gives to the pilot acting as *Harbor Master*, in the removal of vessels, "a fee equal to a moiety of the fee for the pilotage of any ship or other vessel."—*Globe*.

NOTICE TO MARINERS.

SHOAL IN THE CHINA SEA.—"April 21st, at 2 P. M., standing to the southeastward with a light NE. breeze, and the water very smooth, observed a strong rippling on the weather quarter and astern. Captain Hopkins, on looking over the side, saw coral rocks under the ship's bottom. Immediately stretched the lead line along, but by this time the ship had gone over the shoal part. Got soundings in 33 fathoms, coral bottom, and lost the lead with 30 fathoms line. The centre of Pulo Sapata NW. by W. by compass, distant six miles; the great Catwick just open with the SW. end of Pulo Sapata. Sent a boat to examine it, and found it to extend N. and S. about two, and E. and W. about one ship's length. The sounding on it were, 17, 16, 13, 11, 9, and least water 6 fathoms. It is Captain Hopkins' opinion that this must be the same shoal that was seen by the Swedish ship *Gottenberg*, and by the American ship *Caledonia*, in November, 1802."—*Canton Press*, May 25.

From the Boston Courier.

ANNUAL MEETING OF THE NEW ENGLAND NON-RESISTANCE SOCIETY.

The first annual meeting of the New England Non-Resistance Society was held in Boston, on the 25th of September, and was continued for three days.—Members were present from all the New England States, and from New York, Pennsylvania, and Ohio. The following persons were appointed officers for the ensuing year:—

President, L. Capron, Uxbridge, Mass. Vice Presidents, George W. Benson, Brooklyn, Conn.; Peleg Clarke, Coventry, R. I.; John B. Chandler, Concord, N. H.; Oran S. Mawby, Brandon, Vt.; Samuel J. May, South-Scituate, Mass.; Henry C. Wright, Newburyport, Mass. Corresponding Secretary, William Lloyd Garrison. Recording Secretary, Maria W. Chapman. Treasurer, Charles K. Whipple. Executive Committee, Edmund Quincy, Boston, Lydia Maria Child, Boston, Joshua V. Himes, Boston, Thankful Southwick, Boston, William Bassett, Lynn, Anna Warren Weston, Weymouth, Oliver Johnson, Boston.

The following resolutions, amongst others, were unanimously passed:—

Resolved, That human life is inviolable, and that no man can rightfully take, threaten, or endanger it.

Resolved, That all human penal codes, as their existence and execution depend on the life-taking power in the hand of man, and necessarily involve an armed and bloody resistance to evil, and the right in man to avenge his own wrongs, are a nullification of the precepts and example of Christ, and cannot innocently be sustained by any of his disciples.

Resolved, That man was never made to govern man, but to be governed by his God; that this proposition is clearly established by the Christian Scriptures, by the nature of man, and by the experience of all human governments; and inasmuch as all efforts of men to govern men have ended, and must of necessity end in anarchy and blood, and inasmuch as Christianity requires all men to come under the dominion of the Prince of Peace, therefore it is the solemn duty of man to cease from all efforts to obtain dominion over man, and to strive to bring all under the government of God.

WHEREAS, the resistance of evil, by violence and bloodshed, is contrary to the spirit, and in violation of the doctrine and example of Jesus Christ:

Therefore, *Resolved*, That the persons claiming to be the ministers and churches of Jesus Christ, who justify such resistance, either in individuals or in nations, or who refuse to bear their testimony against it, are unworthy of the name they assume, and partake of the guilt, and are responsible for the miseries which such resistance necessarily involves.

WHEREAS, it is the fundamental principle of American institutions, that the sovereign power resides in the people; and whereas, what is termed the government, either of the United States or of the several States, is but the exercise of certain of the sovereign powers of the people by servants of their own, appointed for that purpose, and responsible to themselves; and whereas the people, in their collective capacity, can have no attributes of sovereignty which each individual does not possess, and can confer no powers on their servants which do not originally reside in each member of the community; and whereas the civil government of this country, as established by the constitutions of the United States, and of the several States, is founded upon the assumed right to take life at discretion, and is invested with power to make and conduct war, to establish armies, navies, and a militia system, to declare at their pleasure

what acts are crimes, and to punish them with imprisonment or death :

Therefore, *Resolved*, That every man who takes part, by voting or otherwise, in the civil government of this country, arrogates to himself the right of taking life at his discretion, and of avenging himself upon his enemies by any means he may deem most for his own advantage, and thereby violates the spirit and precepts of Christianity.

Resolved, That every man thus consenting to the civil government of this country, is responsible to God and man for the evils, and is accessory to the crimes, which are the necessary consequences of those false principles, when made the basis of legislative action, of which responsibility he can only divest himself, by immediately repenting of his participation in the system from which these crimes and evils flow, and instantly abandoning it.

Resolved, That it will be impossible for us; while true to our principles, to attempt the subversion of any established civil government, however arbitrary, corrupt or oppressive, by enforced legislation or by armed resistance; but only by the spiritual regeneration of the members of the community which has ordained it.

Resolved, That the militia system of the United States is identical in its principles and tendencies with the armed establishments upon which all tyrannies and despotisms rest; that far from being a safeguard of property, liberty and life, the sanguinary principles it inculcates, the ferocious spirit it breathes, and the slavish habits it creates, are proved by the history of the world to have been the source of almost all the robbery and oppression under which the world has ever groaned; and that just in proportion as the militia system is popular and prosperous, are all our dearest rights in danger of destruction.

Resolved, That the professed object for which the militia system is maintained, is none other than deliberate murder; that every man who forms a part of it, from the commander-in-chief to the private soldier, is legally bound to do deeds of murder; and that it is the duty of every disciple of Christ, and of every lover of his kind, to refuse, at all hazards, to partake in any wise of its bloody abominations, and to bear at all times his testimony against them.

Resolved, That navies and standing armies, on which human government rely for defence against domestic insurrections and foreign invasions, instead of answering the end for which they are designed, are, in fact, the means of destruction to morals, property and life; and in proportion as men, organized into government, trust to such means for protection, they distrust the promises and power of God, become alienated in their hearts from the spirit of Christ, and incite each other to mutual hatred and deeds of violence.

Resolved, That the appointment of chaplains to the army, navy, and militia of this and other countries, is the masterpiece of Satanic contrivance, to sanctify by the forms of religion, institutions which are diabolical in their spirit and design, which belong to the kingdom of darkness, and the overthrow of which is essential to the triumph of Christianity in the earth.

Resolved, That those who consent to act as chaplains in the military system, are not to be regarded as ministers of Christ, and their assumption of that character, or of the Christian name, is an outrage and a mockery.

WHEREAS, military academies and naval schools, being designed and adapted to teach the most effectual mode of rendering evil for evil, and having therefore a direct tendency to discourage the Christian virtues of meekness, forbearance, humility, forgiveness, and the love of enemies, are not only unchristian, but *anti-Christian* institutions:

Therefore, *Resolved*, That aid, support or encour-

agement, afforded to such institutions, is practical opposition to Christianity, and that he who places a pupil under such tuition, devotes him to labor for the destruction of Christ's kingdom on earth.

MARIA W. CHAPMAN.

Recording Secretary.

THE BOUNDARY.—The Woodstock, (N. B.) Times of the 12th instant, informs us that Colonel Mudgo and Mr. Featherstonhaugh have concluded their tour of exploration through the disputed territory, and have proceeded to Quebec. The party attached to the expedition have returned. Nothing has transpired, says the Times, that can be fully depended on as to the result of their investigation; but adds as the rumor that no highland corresponding to the terms of the treaty have been discovered, except at the source of the Penobscot, where they are said to be "decidedly and distinctly marked."

THE PLOUGH AND THE PLOW.—At the recent agricultural festival at Worcester, Ex-Governor Lincoln, President of the day, offered the following sentiment, which was replied to by the gallant Captain Babbit, who was present as an invited guest:

"The Navy of the United States: May we not be unmindful, that if *seeds of wealth* may successfully be sown on the *furrows of earth*, *harvests of glory* have been garnered up from the *billows of the ocean*."

We have great pleasure in being able to announce that Mr. Cooper is now engaged here in passing through the press of Messrs. Lee & Blanchard, a new novel to be called "The Pathfinder, or our Inland Seas."

We understand that our old favorite, Natty Bumppo, will appear in the vigor and activity of youth, and touched by the tender passion.

The public will read with avidity the scenes of the gifted writer, whether on the boisterous wave or in the wild forest.—*U. S. Gazette.*

YANKEE SEAMANSHIP.—The ship Jacob Perkins arrived at Boston a day or two since from Cronstadt. Off the coast of Scotland, in longitude 11 deg., the *foremast was carried away* in a squall, close to the deck. Many good harbors were at hand in Scotland and Ireland, but Captain Janvrin, with a pre-severance and promptitude which reflects the highest credit on his character as a shipmaster, *rigged a juremast*, and proceeded on his voyage, and arrived safe at port in due time, without experiencing any particular inconvenience.—*Boston Journal.*

A STRATAGEM.—A party of marines came passengers in the New York steamboat, last Saturday. In the course of the evening, several of them applied to the bar for spirits, but were refused, and informed that their commander had left strict orders not to sell them a drop. In this dilemma, a council of war was called, and a stratagem hit upon which succeeded admirably. They borrowed a hat and cloak of one of the deck passengers, and concealing their uniform in the ample folds of the latter, went one by one to the bar and obtained their liquor, without exciting any suspicion.—*Providence Journal.*

ARRIVAL OF THE NEW GOVERNOR GENERAL.—Her Britannic Majesty's frigate Pique, having on board the Rt. Honorable C. Poulett Thompson, Governor General of the British provinces in North America, and Sir Richard Jackson, commander of the forces, arrived in the river below Quebec, on the 17th inst.—*Quebec paper.*

THE LAUNCH.—On Saturday afternoon, at the appointed hour, the revenue cutter Van Buren was launched from the yard of Messrs. Abrams & Cooper, Fell's Point, and we never wish to witness a more beautiful descent into the water than the above vessel made. She is one hundred and three tons burden, and as pretty a specimen of ship-building as we desire to look upon, with which the enterprising builders may well be proud. She is intended for this station, and will be under the command of Capt. J. C. Jones.—*Baltimore Sun*, Oct. 14.

Foreign Miscellany.

BLOWING UP OF THE ROYAL GEORGE.—Col. Pasley, on the 29th of August, being the anniversary of the loss of the Royal George, commenced his submarine explosive operation against her water-logged timbers. One of these charges consisted of 100 lb., the other four of 45 lb., of powder each. The effect of these discharges at the bottom of the water, the depth being fourteen fathoms, was very remarkable, resembling the smart shock of an earthquake. To those who stood on the deck of the lighters, anchored near the point of explosion, the sensation was not unlike that of a galvanic shock, and these huge vessels were violently shaken. No column nor dome of water was, however, thrown up, as had been expected by those who had witnessed Colonel Pasley's experiments in the Thames and Medway. The water over the explosion remained quite tranquil for several seconds after the shock had been felt and the sound heard, when it suddenly burst forth in a circle of bubbles and whirlpools, gradually extending on all sides, till it became about forty or fifty feet in diameter. This circle of agitation was at first white from the foam; but ended by becoming of a deep blue, or almost black color, probably from the mud at the bottom being stirred up. Several fish were killed by the first explosion, but none by those which followed, and it is natural to suppose that the noise and shock would drive those fish to a distance which it did not kill outright. It is inferred that some parts of the wreck will have been so rent and dislocated by these explosions, that the diving-bell operators will be enabled to fasten ropes to the fragments, and have them pulled up. There can be no doubt that in this way the whole wreck may in time be removed, and a very serious evil lying in the best part of our best anchorage, Spithead, be effectually taken away. Colonel Pasley intends, we understand, to attack the large and more solid parts of the wreck with much larger charges than any he has yet exploded. In this view he has prepared huge cylinders, and containing a ton of gunpowder, which are to be placed along side the sunken ship, and exploded by means of the galvanic battery. One of these cylinders has already been tried, but owing to the ropes getting entangled with the fragments of the wreck, the communication was cut off with the charge, and the cylinder lies still at the bottom unexploded. The divers employed by Col. Pasley are now working under his officers, Capt. Williams, Mr. Symonds of the Royal Engineers, and the second master attendant of the dock-yard, Mr. Sadler, one of the ablest seamen in the navy, in the recovery of the great cylinder which was lowered down the 23d inst., and it is expected that the next attempt to fire one of these enormous sub-marine mines will be made on Tuesday next, that being the day on which the tides (then at what is called, "the dead of the neaps") will suit best—because there is then the largest interval of slack water, at which time only the "helmet" divers can work with advantage or security. The Royal George suddenly overset and went to the bottom on

the 29th of August, 1782, when, according to the beautiful lines of Cowper, written on receiving the account of the catastrophe, 'Brave Kempenfelt went down with twice four hundred men.'—*English paper*.

THE AURORA ISLANDS.—The re-discovery of the Aurora Islands by the New York Exploring Expedition creates considerable interest here, and it appears incredible that six islands in the longitude of Rio Janeiro and lat. 53 deg. 21 min. should have remained to this period, when so many navigators have cruised expressly for them, without being known.

They were originally discovered in 1769, since when months have been spent in searching for them in vain, and they have been excluded from the latest charts.

Commo. Sullivan, the English naval commander on this station, applied to S. E. Burrows, Esq., of New York, the proprietor of the expedition, for the particulars of the discovery, which were furnished and forwarded to the British Government, with a high compliment to the American spirit of enterprise.

Commo. Sullivan has despatched a Government vessel to the Falkland Islands, to proceed to the Auroras as soon as the season will permit; and hereafter, the voyager will not be exposed to being wrecked without knowing his danger, where death is certain, and where many have doubtless perished.—*Glasgow paper*.

THE GALVANIC TELEGRAPH AT THE GREAT WESTERN RAILWAY.—The space occupied by the case containing the machinery, which simply stands upon a table, and can be removed at pleasure to any part of the room, is little more than that required for a gentleman's hat-box. The telegraph is worked by merely pressing small brass keys, similar to those on a keyed bugle, which acting by galvanic power upon various hands placed upon a dial-plate at the other end of the telegraph line, as far as now opened, point not only to each letter of the alphabet, (as each key may be struck or pressed,) but the numerals are indicated by the same means, as well as the various points, from a comma to a colon, with notes of admiration and interjection. There is likewise a cross (x) upon the dial, which indicates that when the key is struck, a mistake has been made in some part of the sentence telegraphed, and that an "erasure" is intended. A question, such for instance as the following, "How many passengers started from Drayton by the ten o'clock train?" and the answer could be transmitted from the terminus to Drayton and back, in less than two minutes. This was proved on Saturday. This mode of communication is only completed as far as the West Drayton station, which is about thirteen miles and a half from Paddington. There are wires, as may be imagined, communicating with each end, thus far completed, passing through a hollow iron tube, not more than an inch and a half in diameter, which is fixed about six inches above the ground, running parallel with the railway, and about two or three feet distant from it. It is the intention of the Great Western Railway Company to carry the tube along the line as fast as completion of the rails takes place, and ultimately throughout the whole distance to Bristol. The machinery and the mode of working it are so exceedingly simple, that a child who could read would, after an hour or two's instruction, be enabled efficiently to transmit and receive information.—*United Service Gazette*.

LOSS OF A FRENCH SHIP OF WAR.—A letter to the editors of the Journal of Commerce, dated Montevideo, August 13th, says: "The French ship-of-war Active, has been recently lost on the island of Lobos; crew all saved."

NAVAL RECRUITING.—We perceive by the Cork shipping list, that her Majesty's ship *Revenge*, 74 guns, has arrived in that harbor for the purpose of entering men to complete her complement, and that Captain Waldegrave means to open rendezvous houses in the neighboring coast towns for the reception of seamen. When her Majesty's ship *Powerful*, Captain Napier, was in Cork harbor, a few weeks back, she was under orders for Dublin, for the purpose of allowing her captain to try the effect of a plan he had proposed to the admiralty—namely, that of allowing him to take his ship to different ports for the purpose of getting men. We have no doubt but that the suggestion was a good one, for we take it that in a port like Dublin, which has not been visited by any man-of-war larger than a frigate for a great many years, a very considerable number of volunteers would be had. The novelty of a three-decker lying in the harbor, the gay dresses of the officers, their occasional passage in uniform along the quays, the clean seamen-like appearance of the men-of-war's men, the novel attraction of a ship-of-line in full sea-going trim, would give a great impetus to a number of young seamen who are constantly in Dublin harbor, and whose voyages are merely confined to the coasting trade between the two countries. We know what effect a dashing recruiting party has in a provincial town or rural district, and is it not fair to suppose that the like effect would be produced in such a harbor as Dublin by the appearance of a ship-of-the-line? If the admiralty are wise, they will order the *Revenge* round to Dublin.—*Dublin Post*.

COMPARATIVE COST OF ENGLISH, FRENCH, PRUSSIAN, AUSTRIAN, AND RUSSIAN SOLDIERS.—Marshal Marimont says, that

120 English soldiers cost as much as	538 Russian.
120 French	340 do.
130 Prussian	240 do.
120 Austrian	212 do.

On Thursday (the 5th of September) 39 years the island of Malta became a part of her Majesty's dominions, and the three senior veterans engaged in the blockade and capture of it are all living, viz: General Sir Henry Pigot and Admiral Sir George Martin, to whom the formidable fortress of La Valette surrendered on the 5th of September, 1800, and Gen. Lord Lynedoch, to whose exertions in the blockade and capture much is due.

A joint-stock company is now forming in Glasgow for carrying passengers and merchandise between the Clyde and New York, by means of an iron steam-ship of great power and capacity, to proceed at the rate of at least 16 miles an hour; thereby making a passage in about ten days, and enabling this vessel to make nearly a monthly voyage to America. The capital to be 50,000l.—*Glasgow Chronicle*.

SMUGGLING AND THE COAST BLOCKADE.—When the writer was lieutenant superintending the Eastbourne district of the coast blockade service, he became acquainted with the family of Mr. Longshaw, a gentleman of fortune, who had hired a house for some months at that place. From some unaccountable cause Mr. Longshaw's valuable carriage horses became gradually so lean and sluggish, that they were unable at times to draw the phaeton up a hill, and upon one occasion actually stood still on the way to church, which was only two miles distant. The oats were changed, hay chopped, beans added, mashes administered, bandages applied, feet stopped, and sea-bathing practised, without producing the least improvement. To use the expression of a celebrated whip, there was "No go in the brutes; they were

always picking up seven-shilling pieces along the road; and they wore out three breechings to a trace." Veterinary practitioners were consulted, which of course made matters worse, since they nearly succeeded in producing a disease where there was none before. The poor animals were bled, blistered, and physiced, *secundum artem*, without either mercy or amendment. Mr. Longshaw was at his wits' end—his bays were not worth a button—he would have sold them for a song, or "spared them to a friend" without much solicitation. The writer, however, happening to observe considerable intimacy between the coachman and some of the "fair traders," an investigation was instituted, which ended in the coachman's confessing that he had been tempted to hire out the "osses" at 20s. per night to one George Hatherington, a notorious smuggler, who came for them after the family retired to rest, worked them hard all night in conveying contraband goods, and brought them back to their stable, soon after daybreak, to be groomed ready for their ordinary labor; a system, as the reader will admit, not particularly well calculated to improve either their speed or their condition. Mr. Longshaw's astonishment and indignation may be imagined, when he ascertained that only twenty-four hours previous to his making this discovery, his favorite bays had been employed in working a cargo of foreign spirits at Seaford, ten miles from home, and that they escaped being seized, condemned, and sold, only by a desperate feat of Hatherington, who swam them, heavily laden, across Cuckmere river at midnight!—*United Service Journal*.

THE SHIP AIDECAMP.—This vessel, which sailed from this port on the 8th of May last, for St. John's, New Brunswick, on the morning of the 19th of June, during a thick fog, struck on Friar's island, at the entrance of Kippel harbor, Nova Scotia, and became a complete wreck. Sixteen of the passengers, viz: five men, nine women, and two children, unfortunately perished, owing, it is supposed, to the circumstances of one of the passengers jumping suddenly into the first boat when leaving the ship, and by this means upset it. The survivors, after remaining two days on the island, were conveyed to Halifax, where they were furnished with clothes and provisions by the government, and those who wished to proceed to St. John's were promptly conveyed thither. The vessel, at the time of the fatal occurrence, was within 35 miles of Halifax, and only two days' sail from the place of her intended destination.—*Londonderry Sentinel*.

THE PRUSSIAN ARMY.—The whole Prussian force is divided into nine "Armée Corps," which, in peace, altogether consist of less than about fifteen thousand men each, and in war, when completed by the Landwehr of the 1st Ban, of about forty thousand; so that Prussia can, in a few days, turn out 360,000 men—allowing for contingencies, say 300,000, well trained, armed, and clothed.

COMPILATION OF REGISTERS OF THE ARMY OF THE UNITED STATES;

1815 to 1837,—inclusive;
by WM. A. GORDON.

ORDERS for the above work, addressed, post paid, to the Compiler, Washington City, will receive immediate attention.
Aug. 29—4t

ARMY, NAVY, AND MARINE UNIFORMS.

JOHN SMITH, (late of West Point,) would respectfully beg leave to state to the officers of the above corps, that he has received from Washington City a copy of the new regulations, together with the drawing of the Topographical uniforms; and all orders for the same will be punctually attended to, and forwarded with despatch.

N. B. Embroidered Engineer belts, and all Military equipments, furnished as usual at 168 Pearl street, New York city.
July 18—4t.

Naval Intelligence.**U. S. VESSEL OF WAR REPORTED.**

Schooner Shark, Lieut. Comdn't Paine, at Pictou, Nova Scotia, Oct. 3, bound north.

MARRIAGE.

In Richmond, on the 18th inst., Mr. GEORGE WICKHAM, late of the U. S. navy, to Miss. CHARLOTTE F. CARTER, only daughter of WILLIAMS CARTER, Esq., of the county of Hanover.

DEATHS.

In Baltimore, on the 14th inst., in the 27th year of his age, Lieut. CHARLES S. RIDGELY, of the U. S. Navy, son of General CHARLES STERETT RIDGELY, of Anne Arundel county. His loss is deeply deplored, not only by the relatives who cherished him with affection, but by the service of which he was a most useful and honorable member.

On the 7th October inst., GEORGE HANCOCK GRIFFIN, of the 6th infantry, at Fort Brooke, Tampa, Florida, after an illness of seven days.

Thus has passed away one of the most generous, gallant, and beloved officers of the United States army. Capt. GRIFFIN was a graduate of the military academy, and has been for two years on duty in Florida. Unexpectedly he has been called from time to eternity. To know was to love him.

"And the tear that we shed, though in secret it rolls,
Shall long keep his memory green in our souls."

In Plainfield, N. J., on the 9th Oct., SAMUEL PHILLIPS, carpenter U. S. Navy.

REVOLUTIONARY SOLDIERS AND PATRIOTS.

On Wednesday, 2d inst., at North Salem, Westchester county, N. Y., Mr. SAMUEL TRUESDELL, aged 80 years. Mr. Truesdell, with his father and four brothers, took an early stand in the defence of the liberties of our country, and was with Washington throughout the whole of the war; and at Yorktown received a wound which he carried to the day of his death. During the darkest days of our revolutionary struggle he conducted himself with that fearless spirit and energy which distinguished the men of that day who were influenced by the love of liberty.

At his residence in Winchester, Va., on the 2d inst. Captain PETER LAUCK, in the 85th year of his age. He was one of the intrepid band that marched from that place in the summer of 1775, under the command of Captain Daniel Morgan, (afterwards the renowned General Morgan,) to Cambridge, Massachusetts, and there joined those patriots who were struggling in the cause of liberty against the British army under the command of General Gage. Morgan's company marched from thence, early in December, to the river Kennebec, in Maine, and up the river through a trackless wilderness, beset by deep snows and intense cold, suffering incalculable hardships, to Canada, where they joined the army under the command of General Montgomery, and marched to Quebec. In an attack upon that city, on the last day of December, 1775, in which Gen. Montgomery was killed, a number of the troops, among whom was Mr. Lauck, were taken prisoners, and suffered a rigid confinement in prison in that city until the spring following. In the course of that year he returned to Winchester, where he has resided ever since, maintaining the character of an upright and honest man.

At his residence, near Springfield, Hampshire county, Va., Captain SAMUEL ABERNATHY, in about the 94th year of his age. The deceased was a native of Pennsylvania, and a soldier of the revolution. In company with his brother, the late William Abernathy, he went to that place, then a wilderness, soon after the close of the revolutionary war, where he has resided ever since.

In Utica, N. Y., on the 8th inst., at the residence of A. W. Latour, his son, Mr. ANTHONY LATOUR, aged about 86 years and six months. Mr. Latour was a native of France. He came to this country with the Marquis Lafayette, during the revolutionary war, and with him volunteered in the service of the States. At the close of the war he became a citizen of the republic. For many years past he resided in that city. He was an enemy to tyranny in every shape; an ardent friend of the liberty of man; and a uniform supporter of the doctrines and opinions of Jefferson. Those who knew him while living will long venerate his character, and hold in remembrance his virtues.

At Kingston, Ulster county, N. Y., on Sunday, October 13, Mr. DAVID CATLIN, in the 92d year of his age, late of Litchfield, Conn.. Mr C. was a volunteer, and was in New York city when taken by the British; at the battle of Danbury, and other engagements.

On the 10th inst., at his residence in Washington county, Md., in the 77th year of his age, Captain CASPER SNIVELY, a revolutionary soldier. He was one of the oldest and most respectable inhabitants of that county.

"MILITARY CONTROL, OR COMMAND AND GOVERNMENT OF THE ARMY: By an Officer of the Line."—A pamphlet of about eighty pages, bearing the above title, has been published at this office, where a few copies are on sale. It is an argument to prove the necessity of separating the Staff from the Line of the Army, and divesting the former of all military rank—making it, in short, a civil office entirely.

Price, by the single copy, 50 cents—or \$5 per dozen.

The above pamphlets may be had of the following persons:

Weeks, Jordan & Co.,	Boston.
John A. Kyle,	New York.
C. Berard, P. M.,	West Point.
Car-y & Hart,	Philadelphia.
F. Lucas,	Baltimore.
F. Taylor,	Washington.
Bell & Entwistle,	Alexandria.
C. Hall,	Norfolk.
J. W. Randolph,	Richmond.

Officers at a distance, who wish only a single copy, or a small number, and cannot find a sum convenient to remit, may pay to any Paymaster of the Army within their reach, who will receive the money.

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aug 1—2m.

CARD.

TO THE OFFICERS OF THE U. S. ARMY AND NAVY.—The subscriber would respectfully inform the gentlemen, officers of the United States Army and Navy, that he has taken much pains to acquire a thorough, correct, and practical knowledge in manufacturing military *Hats* and *Caps*, both for the Army and Navy, and is much gratified with the very liberal patronage thus far extended to him, and by his attention hopes to merit a continuance of the same.

He would now inform them that he has received the new patterns of *May*, 1839, and is prepared to furnish, in the best style, *Military Cucked Hats*, *Chapeaus*, *Undress*, *Fatigue*, and *Forage Caps*, all of which he will insure to be in strict accordance with the regulations of the Army and Navy. He has also made arrangements with one of the first houses in London, and is prepared to receive orders and import *Epaulettes*, *Sword Knots*, *gold and embroidered Lace*, *bullion Loops*, *Tassels*, etc., at short notice.

July 4—3m.

CHS. F. RAYMOND,
No. 104, Chestnut st., Philadelphia.